

Structure Design Staff Meeting
Thursday, March 19, 2009
Conference Room C
10:00 AM

1. Safety/Personnel.....Darlene

Revised Smoking Policy has been sent to everyone.

Include the proper number of attachments/sets with each letter and make sure plan revisions are collated and stapled when you give to Kristen for mailing.

Snow make-up should be charged only on weeks with 40 hours worked, not on weeks with holidays and/or leave taken.

2. PC/CADD Updates..... Bob

Windows XP is now on all computers – Windows 2000 is out.

- 3 PDA's Greg

Greg distributed Techs and Engineer PDAs (with the career banded classifications shown) for the upcoming year - comments are requested prior to finalization. Deadline- return them to Tom or Allen by Mar 25. Comments will be considered, changes made as deemed appropriate, and distributed by March 31 for the start of the new cycle. Note- keep up with performance and data throughout this new cycle. Quarterly progress reviews on 7/1, 10/1, and 1/1 are required for all employees- use the progress review documentation form.

4. PMs Tom/Allen

- Project Engineers need to meet with Tom and Allen with their employees' grades before filling out forms and meeting with them. This needs to be done by April 3rd.
- At the same time, for any employee who will receive a BG or below on any KR or Dimension, develop and bring a Work Plan with you.
- After discussing grades with us, we will discuss with Greg and then give you notice to proceed with write ups and meetings with your employees can occur. Need to be completed by April 17th.
- A reminder that KRs and Dimensions are listed in order of importance, and that it is questionable whether the Dimension grade should affect the overall grade when it is a level above the KR grade.

5. Vacancy Rate Greg

The Structures unit currently has 27 vacancies out of 177 total positions.

The Department is still under hiring freeze. Training Program Associates are currently the only available source for hiring new employees. The Department is not hiring any new Associates or any Summer Interns.

People-sharing has been a big help to the groups in need -- both internal to the Unit and external- and is greatly appreciated. Greg requested any suggestions for maintaining unit functionality.

6. GEU Correspondence/Coordination.....Tom

Tom referred everyone to the Tri-Managed Project Process, the 36 months process, as approved by the Highway Administrator in an August 2008 handout, and the policy e-mail from TTK about GEU request to be cc:'d on Preliminary Hydro Report dated 3-17-09.

Tom stated that the process will be as follows:

At 25 months before Let: Hydro sends Draft HSR to SDU for review and comment. SDU forwards to BCEs and GEU

At 22 months before Let: Hydro sends Final HSR to GEU & SDU

At 19 months – GEU sends us preliminary pile and factored resistance, and request for actual loads with due date of 6 weeks later

At 16 months – Final Foundation Recommendation received by Structure Design.

Iteration may be required to arrive at the best pile size or drilled pier size, but the three months between the 19 month mark and the 16 month mark should allow enough time to finalize.

7. Structure Recs/Vertical Clearance VerificationTom

For I, R,U projects– check vertical clearances as soon as possible– immediately after receiving Structure Recommendations. Too much vertical can be as bad as too little vertical clearance. Let Roadway know as early as possible about need for grade change. Avoid integral interior bent caps everywhere – shows up especially on 3 level ramp bridges. Roadway agreed to provide enough clearance to avoid these in the future.

8. LRFD Piles.....Tom

Fewer piles and longer piles will be the norm now – quite a bit of differences in tonnages over what has been received in past. Generally, GEU will check the economy of more, shorter piles vs. fewer longer piles. Need to maintain a minimum of 5 piles, and maintain close to the 10 ft. max. spacing as currently written in O.P.

Tony Davis cautioned people about using RCPier- need to make sure you are using Service Loads values when comparing to design tonnages received from GEU

9. Design FlexibilityTom

You may occasionally receive a request from one of the BCEs to changes from a concrete overlay to asphalt. We need to be flexible with policies like this, especially when money can be saved. Also, give strong consideration to similar Division requests, and discuss with Tom during plan development to attempt to find the best solution. We have to understand that these decisions will sometimes fall outside Design Manual policy.

10. PDF files of Bridge Drawings to be submitted to Railroads Allen

Electronic submittals of Preliminary General Drawings – create PDF file and email to Allen to provide to RR with letter scanned in. Allen will follow up with hard copy.

11. TVA Submittals..... Allen

Process for TVA review – quad map with Project located on the quad map is additional submittal to TVA. See Allen and coordinate with Hydraulics to determine correct quad map.

12. Engineering DevelopmentBrian/Gichuru

At the Structure Workshop we were asked to immediately implement the following:

No more full height drilled piers – maintain 1’ below ground or 1’ above water for top of drilled pier. Discontinue use of longitudinal bar mechanical couplers, step column down by 6” no matter how short the resulting column is. Contact the BCE for very short columns or full height permanent casing and ask his preference if you are unsure.

On-site high ADTT (only) temporary detour bridges now require extra early coordination with Roadway. Need 13’ from gutter of proposed to gutter of detour bridge to allow room for Maybe bridges. Jay Bennett is aware of recent field problems with these detour alignments not providing adequate distance, but he requests that we still coordinate with them to make sure this is done.

13. Other

- Vertical Concrete Barrier Rail is rated as a TL-3. No design speed limitations.
- When sending out PGDs add future and current ADT in cc’s to TKK. Make sure bottom of cap elevations are included on PGD.
- Drip strip detail for plate girders – be sure to use on all girders; include on integrals too; interior and exterior girders. Standard cell is available for use.